

GOLDEN GATE

A landmark for over 60 years, the Golden Gate Bridge connects this North Bay corridor with San Francisco. The corridor's spine is U.S. 101, which links San Francisco, Marin and Sonoma counties and is the gateway to northern California. A partially inactive rail right of way parallels U.S. 101 from the northern boundary of the corridor to Larkspur, although limited rail freight service extends only as far south as Novato.

Golden Gate Transit provides bus service on U.S. 101 between San Francisco and Sonoma counties and ferry service to San Francisco from Larkspur and Sausalito. The Larkspur Ferry Terminal is a major intermodal facility for bus and ferry service. Sonoma County Transit provides intercity transit in Sonoma County; several other transit operators provide intracity service and connect to Golden Gate or Sonoma County Transit.

The majority of residential and job growth in the corridor is projected to be in Sonoma County. U.S. 101 also is a regional freight corridor linking the Bay Area with the rest of northern California.

Management Objectives

- Maximize travel time benefits for high-occupancy vehicle lanes and transit in entire corridor
- Protect operational capability of reliever routes to U.S. 101 for short trips during the peak period
- Maintain interchange spacing and ensure improvements to connecting east-west routes do not adversely affect operations on U.S. 101
- Develop ramp-metering plan for U.S. 101 at key access points to balance access for local and through trips
- Maintain reliable U.S. 101 operations in off-peak period for freight mobility
- Expand commute-period transit options in corridor
- Improve transit service between cities
- Develop bicycle and pedestrian travel options for commuting, recreation and tourism
- Develop bicycle and pedestrian access to existing and future rail and ferry facilities

Committed Funding

Not mapped:

- Golden Gate Bridge seismic retrofit — Phases 1 through 3
- U.S. 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane and College Avenue
- U.S. 101 HOV lanes from North San Pedro Road to Lucky Drive in San Rafael
- Golden Gate Bridge moveable median barrier
- U.S. 101/Arata Lane interchange improvements in Windsor (Phase 2)
- U.S. 101/Lucas Valley Road interchange improvements in San Rafael
- Route 12/Farmers Lane partial interchange improvements
- Sir Francis Drake Boulevard improvements
- Reconstruct and upgrade Stony Point Road from Pepper Road to Petaluma city line
- Sonoma-Marin Rail station site acquisitions/upgrades
- Doyle Drive environmental study
- Regional Express Bus Program: U.S. 101/ Santa Rosa to San Rafael/San Francisco
- U.S. 101 southbound auxiliary lane between Route 116 to East Washington
- U.S. 101/Route 116 separation: improve Route 116 onramp to southbound U.S. 101
- U.S. 101/Route 116 east separation: replace bridge over separation and improve onramp to U.S. 101 (from Petaluma River bridge to north of U.S. 101/Route 116 east separation and overhead)
- Tennessee Valley (Coyote Creek) Bridge replacement
- Redwood Landfill overcrossing
- Widen Commerce Boulevard from 2 lanes to 3 lanes from U.S. 101/Wilfred Avenue interchange to Redwood Drive Golf Course in Rohnert Park

Track 1

- ① Freeway-to-freeway interchange improvements; includes new bridge from west I-580 to south U.S. 101 (design phase only) and new lane west I-580 to north U.S. 101 to 2nd Avenue
- ② U.S. 101/Tamalpais interchange improvements
- ③ U.S. 101/Lucas Valley Road interchange improvements
- ④ U.S. 101/Atherton Avenue interchange improvements: signalize Atherton Avenue/Binford Road intersection
- ⑤ Expanded Manzanita park-and-ride lot
- ⑥ Widen U.S. 101, adding an HOV lane in each direction, from Route 37 to the Sonoma County line and convert some portion from expressway to freeway (Sonoma-Marin Narrows project)
- ⑦ U.S. 101/Sir Francis Drake Boulevard improvements (environmental study only)
- ⑧ U.S. 101/Tiburon Boulevard interchange improvements: widen southbound offramp
- ⑨ Doyle Drive replacement – U.S. 101 south of the Golden Gate Bridge
- ⑩ North Coast Railroad Authority (NCRA) track maintenance and rehabilitation
- ⑪ Widen U.S. 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets
- ⑫ Widen U.S. 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway
- ⑬ Widen U.S. 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to Windsor River Road; includes River Road ramp improvements and northbound and southbound auxiliary lanes

Not mapped:

- Local Marin bus service enhancements (capital only)
- Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan

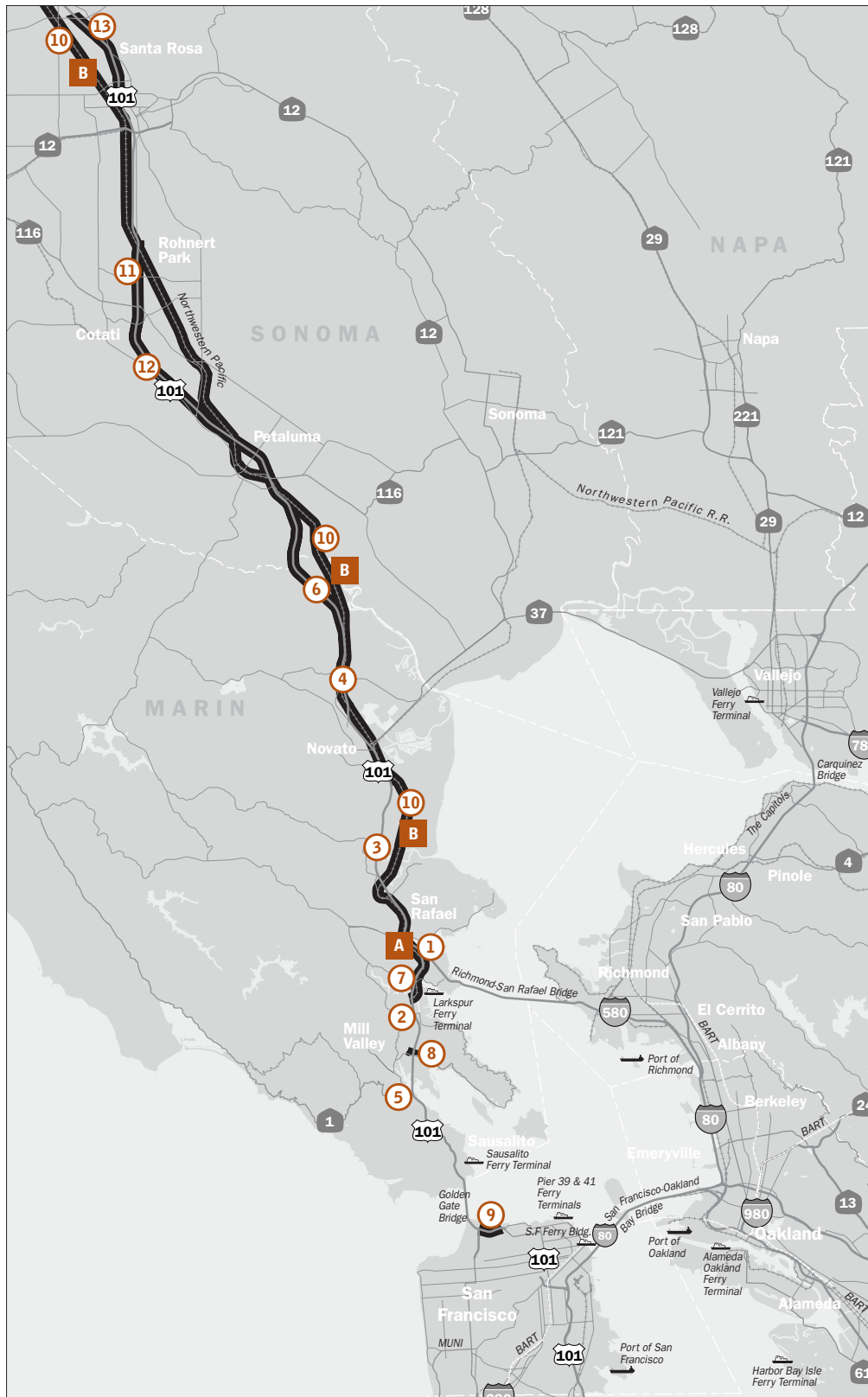
Blueprint

- A** I-580/U.S. 101 interchange improvements (new westbound I-580 to southbound U.S. 101 connector and new lane westbound I-580 to northbound U.S. 101 to 2nd Avenue)

- B** Sonoma-Marin Rail passenger service from Cloverdale in Sonoma County to San Rafael in Marin County

Not mapped:

- Additional interchange improvements in Golden Gate Corridor (beyond improvements funded in Track 1)
- Sonoma-Marin Rail service extension to connect to Larkspur Ferry terminal/San Quentin (assumes new land use)



- 1 Track 1 Project
- A Blueprint Project
- 980 Interstate Highway
- 101 U.S. Highway
- 1 State Highway
- Freeway
- Other Highway
- Major Arterial
- Rail Line
- Ferry Terminal
- Port
- BART

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